

AUSTIN

Britain's Dependable Car



AUSTIN INVESTMENTS

Contents

ROWLEY ARCHDALE,
MOTOR ENGINEER,
14-15, BISHOPTON LANE,
STOKE



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The New Austins

PROGRESSIVE DESIGN-

THE range of Austin cars extends to twenty-four distinct models for which seven progressively more powerful chassis are used—in one car there is the choice of short or long wheelbase models of the same power.

It will thus be seen this range caters for every motoring requirement, and in design these cars show a bold step forward at each new season.

All models from the Ten H.P. upward now have aluminium cylinder heads, allowing higher compression ratios and consequent greater efficiency.

Other interesting details of design for various models include new bodies ; sound insulation of body panels ; low-mounting sliding roof on Seven and Big Seven ; hinged squabs on front seats of Ten ; increased luggage accommodation ; improved rear suspension on Big Seven ; more accessible batteries ; full Girling brakes on Seven rear axle ; sturdier rear axles on other models ; pistol grip handbrake ; improved clutch ; piston type hydraulic shock absorbers ; pressure lubricated road springs ; running boards on Big Seven ; quick filling petrol tank ; spring loaded valve in radiator top tank to prevent water overflow through surge.

"YOU Buy a Car, But You Invest in an Austin"—based as it is on fact—is always a most convincing introduction to the Austin range, and to those who need no introduction it is a reminder that for sheer value for money there is still nothing to equal these cars.

Each season Austin cars advance in design, but it will be found they incorporate no experimental uncertainties ; only features which have been proved satisfactory by exhaustive tests are embodied.

The economy of Austin cars is due to the efficiency of their power units and transmission, and all round dependability ; and in appearance Austin bodywork achieves that rare ideal, a combination of sound practical features with a flowing beauty of line.

Whatever the motorist's requirements, whether his car is chosen for its performance, refinement or accommodation, or whether such imperatives as low first cost or running economy dictate its selection, there is a model in the Austin range that will suit the most exacting buyer, that will give him the satisfaction of knowing that in no other way could his money have been better spent.

YOU BUY A CAR BUT
YOU INVEST IN AN AUSTIN



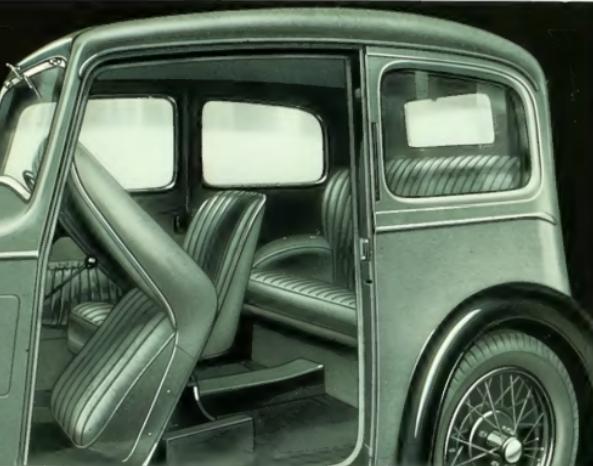
The ever popular 'Seven'

HERE is accommodation for four adults in this well-known and well-proved two-door saloon. The wide doors, low floor and tip-up front seats give easy access to the rear. All the cushions are pneumatic.

The windscreen, sliding roof and door windows provide a wide opening and the rear quarter windows wind down for ventilation.

Improvements include a sturdier rear axle, full Girling rear brakes with cone instead of cam expanders for the brake shoes, and the provision of a water trap in the radiator to eliminate loss of cooling water.

Such worth-while features as the three-bearing crankshaft engine and four-speed gearbox with synchromesh for second, third and top are, of course, retained.



The spare wheel and tyre is totally enclosed, also the folding luggage carrier when not in use. The rear panels of the car thus conform with the rest of the body in providing flowing contours easy to clean and keep clean.

Light steering, accessible controls and the large windows, are driving features which make for safety and comfort.

It will be seen that the front seats are individually adjustable, providing safe and comfortable driving positions.



THE SEVEN 'RUBY' SALOON

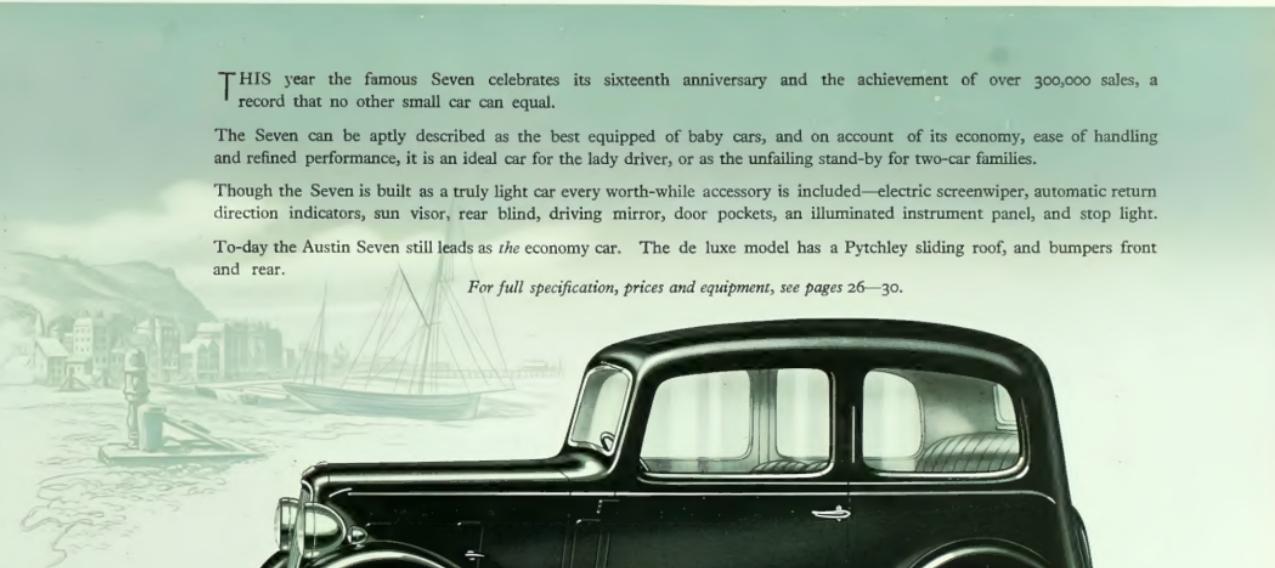
THIS year the famous Seven celebrates its sixteenth anniversary and the achievement of over 300,000 sales, a record that no other small car can equal.

The Seven can be aptly described as the best equipped of baby cars, and on account of its economy, ease of handling and refined performance, it is an ideal car for the lady driver, or as the unfailing stand-by for two-car families.

Though the Seven is built as a truly light car every worth-while accessory is included—electric screenwiper, automatic return direction indicators, sun visor, rear blind, driving mirror, door pockets, an illuminated instrument panel, and stop light.

To-day the Austin Seven still leads as the economy car. The de luxe model has a Pytchley sliding roof, and bumpers front and rear.

For full specification, prices and equipment, see pages 26—30.



THE SEVEN OPEN MODELS

THE Seven two-seater is the lowest-priced car in the range. A "runabout" of the open type, for two people it combines many pleasures with economical motoring. There is special accommodation under cover for a large quantity of luggage, and there are comfortable and adjustable front seats. The hood is easily and quickly raised when required.

The four-seater tourer has the same seating accommodation as the saloon, and provides delightful motoring in fine weather and full protection under inclement conditions. Hood and side-curtains are close-fitting and weather-proof. When the hood is furled, the side curtains may also be stored away in special pockets in the doors.



The Open Road Tourer



The Two Seater

THE SEVEN 'PEARL' CABRIOLET

THE cabriolet style of body combines the advantages of both the closed and open car. The roof can be rolled back to the half-open or fully open position. When open, this car provides almost the same feeling of freedom as the open tourer, yet when closed is as snug as the Saloon, and possesses the same attractive body lines.

The operation of the storm-proof roof is extremely simple and this type of head has achieved a remarkable popularity of recent years, particularly among the ladies.

For full specification, prices and equipment, see pages 26-30.



The 'Big Seven'

READY the Big Seven has become a firm favourite in the small car market.

The engine of the Big Seven, with its counter-balanced crankshaft, inclined valves, and down-draught carburation, is one of the most lively and efficient small units yet produced, and for a combination of performance and accommodation with extreme economy, the Big Seven has no equal. High averages without fatigue, or pleasant pottering about are equally within the capabilities of this Austin.

In performance and ease of handling these cars are outstanding. The 27 B.H.P. engine is lively on all four gears, and with the synchromesh engagement, second third and top ratios are easily and quietly selected by even the inexperienced.

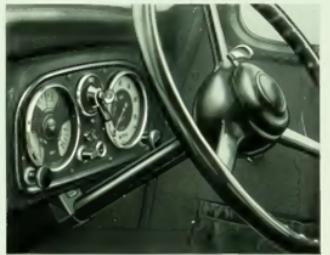
Control is delightfully simple ; the pedal positions are just right and the steering is light and positive.

The Girling wedge and roller operated brakes are extremely smooth and light, calling for little effort even in emergency.

For those who prefer a lower front seat, the Forlite front cushions are available on the Sixlite car.



The generous seating capacity and the comfortable upholstery in these cars can be judged from this interior view. Particular attention has been given to head- and leg-room for all occupants. Due to the low chassis, entrance is easy, and the front seats have a sliding adjustment over a useful range.



The instruments are mounted in front of the driver and steering wheel and all controls are well placed. There is an interior roof light, and a parcel compartment to the left of the instruments.

The Big Seven has plenty of room for luggage irrespective of interior accommodation, as the hinged rear panel will carry up to 56 lbs. For small parcels there is room in the large cubby hole in the fascia board and also under each front seat.

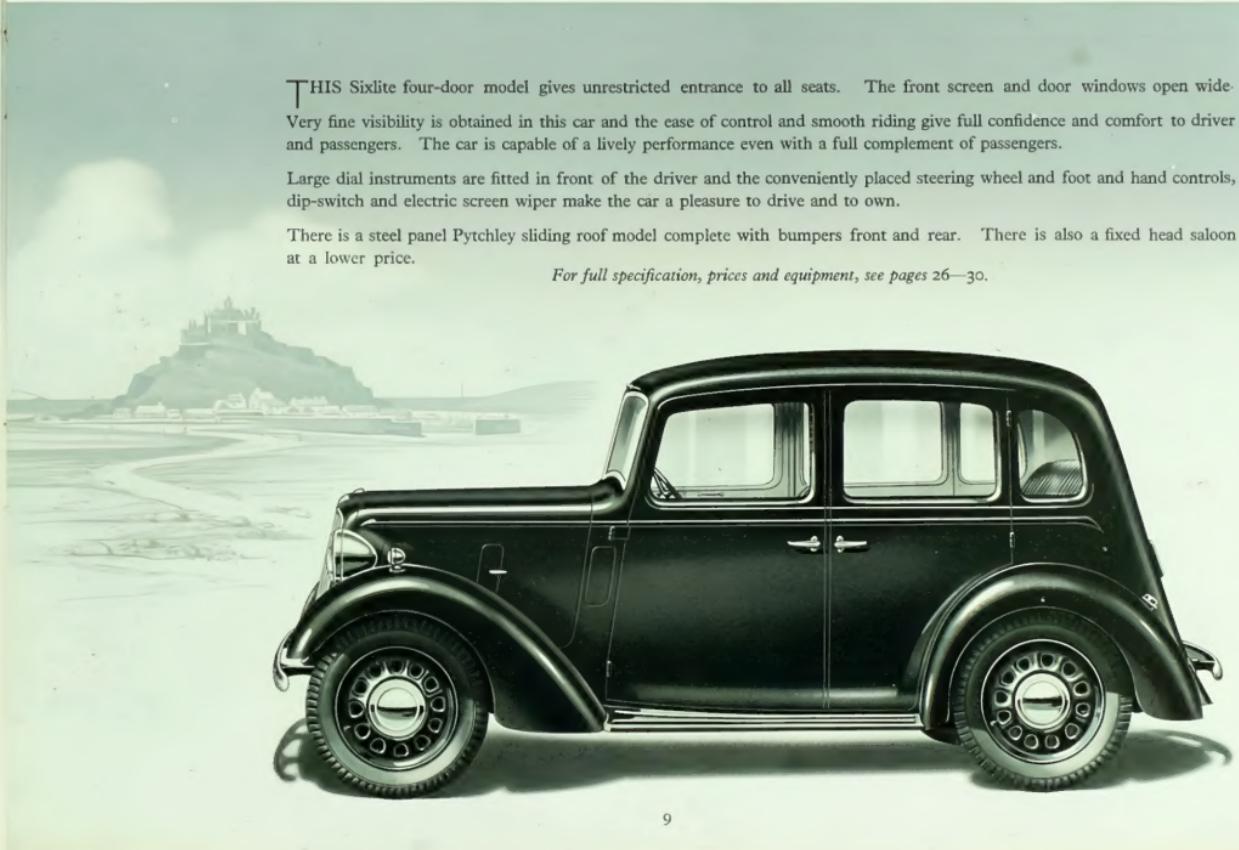
THE BIG SEVEN 'SIXLITE' SALOON

THIS Sixlite four-door model gives unrestricted entrance to all seats. The front screen and door windows open wide. Very fine visibility is obtained in this car and the ease of control and smooth riding give full confidence and comfort to driver and passengers. The car is capable of a lively performance even with a full complement of passengers.

Large dial instruments are fitted in front of the driver and the conveniently placed steering wheel and foot and hand controls, dip-switch and electric screen wiper make the car a pleasure to drive and to own.

There is a steel panel Pytchley sliding roof model complete with bumpers front and rear. There is also a fixed head saloon at a lower price.

For full specification, prices and equipment, see pages 26—30.



A two-door model

THE latest Big Sevens incorporate a number of improvements including a new method of rear spring anchorage giving extra stability, while the body-work on de luxe models is now equipped with a steel-panel sliding roof. These features add to the appearance and provide greater protection.

The Forlite two-door model allows of "Big Seven" roominess without going to the extent of the four-door bodywork, and the interior gives a feeling of more light and even greater visibility than is normally expected in cars of this class.

The upholstery of the doors is so arranged to give the utmost elbow room for the occupants of the front seats, both of which are adjustable. From all seats there is excellent visibility over a wide range, the driving position giving a particularly fine view of the road ahead.

All the outstanding "Big Seven" chassis features are retained in this model.



Wide doors give easy access to the car. The Forlite front seats tilt for entrance to the rear compartment.



The equipment of the Big Seven is really complete and there is a sturdy luggage platform and enclosed spare wheel. The Fixed-Head Saloon also includes bumpers.

THE BIG SEVEN 'FORLITE' SALOON

DEVELOPED on essentially practical lines the Forlite meets a definite demand with its spacious and pleasing coachwork.

The appearance of the latest model has been improved by the addition of running boards and new bonnet hinges, and there are four large windows which wind and a wide front screen with convenient control.

There is a full range of instruments, with self-cancelling direction indicators and electric screen wiper.

On the FORLITE models front and rear bumpers are fitted to both Pytchley sliding roof and fixed head cars.

For full specification, prices and equipment see pages 26-30.



The Family 'Ten'

OUTSTANDING amongst medium-sized cars, the Austin Ten can now claim to possess an even better performance combined with more economical running than hitherto. For this, the adoption of an aluminium-head engine, with larger inlet valves, high compression ratio and improved induction is responsible.

To suit the bigger power output, a high-duty axle, with larger bearings and shafts, as well as a spring drive clutch have been incorporated.

Other Ten improvements are the scuttle-mounted pistol-grip handbrake, piston-type shock absorbers, quick filling petrol tank, more accessible batteries, and increased luggage accommodation.

The Cambridge saloon provides at the new prices, unequalled motoring value, lending new significance to the axiom that "You Buy a Car, But You Invest in an Austin".

There is a wide-opening front screen, dual screen wipers, and front seats are individually adjustable, and have hinged back-rests.



The driving position is worthy of particular note, due to the conveniently placed steering wheel and the low rake of the steering column.



The fascia board controls, the long gear lever, and the pistol-grip handbrake, are all readily to hand.



The flush fitting Pytchley sliding roof on the de luxe saloon.

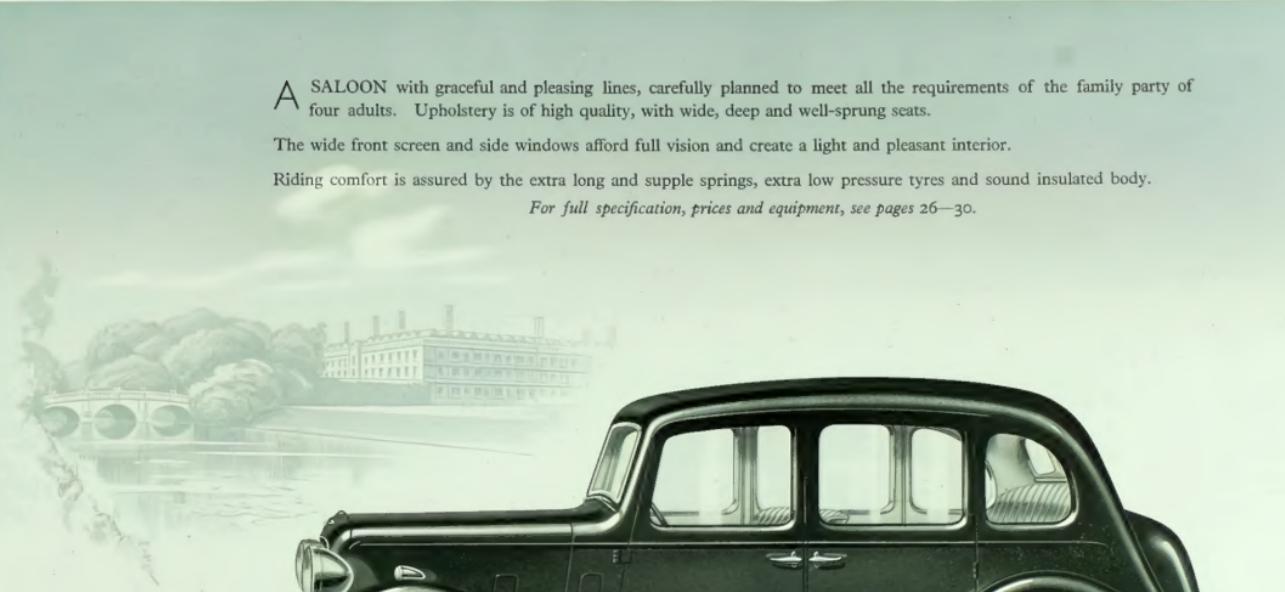
THE TEN 'CAMBRIDGE' SALOON

A SALOON with graceful and pleasing lines, carefully planned to meet all the requirements of the family party of four adults. Upholstery is of high quality, with wide, deep and well-sprung seats.

The wide front screen and side windows afford full vision and create a light and pleasant interior.

Riding comfort is assured by the extra long and supple springs, extra low pressure tyres and sound insulated body.

For full specification, prices and equipment, see pages 26-30.





'Stormy' or 'Set Fine'

THE Cabriolet has a body style which is preferred by many.

In the closed position it has the same pleasing contours as the saloon, but in place of the more usual steel sliding head, the fabric roofing can be rolled back to the half or fully-opened position, thus providing a car with many of the attractive features of an open touring model.

The front windscreen provides wide angle vision for the driver and the opening is controlled by means of a centrally placed winder. Each door window can be lowered.

Softly upholstered seats and adequate head- and leg-room ensure comfort, and the wide, high doors provide means of easy entrance.

The construction of this car is very similar to the Saloon and conforms to the Austin standard of high quality. The equipment, which is very complete, includes such refinements as self-cancelling traffic indicators, adjustable steering column on the Fourteen, eight-day clock, sun visors, arm rests, ash tray, door pockets and thick carpets with rubberised felt underlays. It is typical of the Austin product that attention has been given to these seemingly insignificant yet highly important details.

The steering provides that directness with lightness of handling so evident on all Austins, and the gear change lever is easily handled without reaching.

For full specification, prices and equipment, see page 26-30.

'10' '12' & '14' H.P. CABRIOLETS



THE Cabriolet style is seen to particular advantage in these three models. As the Conway, Ascot or Goodwood it presents a distinguished looking car and is a thoroughly practical proposition to the family who prefer open-air touring in summer days, but who must have a complete saloon for evenings and winter.

A Medium Power Four

THE Austin Twelve, with its new body, continues to exemplify the ideal family car, combining safety, economy, and appearance, with a highly satisfactory road-response and really generous accommodation.

Those who prefer a "four" in a car of medium power, will find it difficult to discover a car around this rating with so many fine qualities.

The engine of the Twelve now has an aluminium cylinder head with higher compression ratio, larger inlet valves, and an improved induction system, to provide a substantial increase in horsepower with a lower fuel consumption. This new engine has special mountings designed to give full power insulation and a high-duty axle is now incorporated to suit the extra horse-power developed.

The Girling brakes retard the car with a certain and effective smoothness that gives confidence. The handbrake control is of the pistol-grip type and is mounted under the instruments. The traffic indicators return automatically and are operated from the steering wheel, in the centre of which is the horn switch.

One of the notable features of the Twelve body is the spacious luggage accommodation, so important for touring.



The interior is all that can be desired in the way of comfort and convenience. The front seats have been lowered slightly and the angle of the seat can be altered by the removal of a supporting bar. They are easily adjustable over an adequate range.



Large dial illuminated instruments are grouped in front of the driver and a deep cubby hole is situated to the left of these.

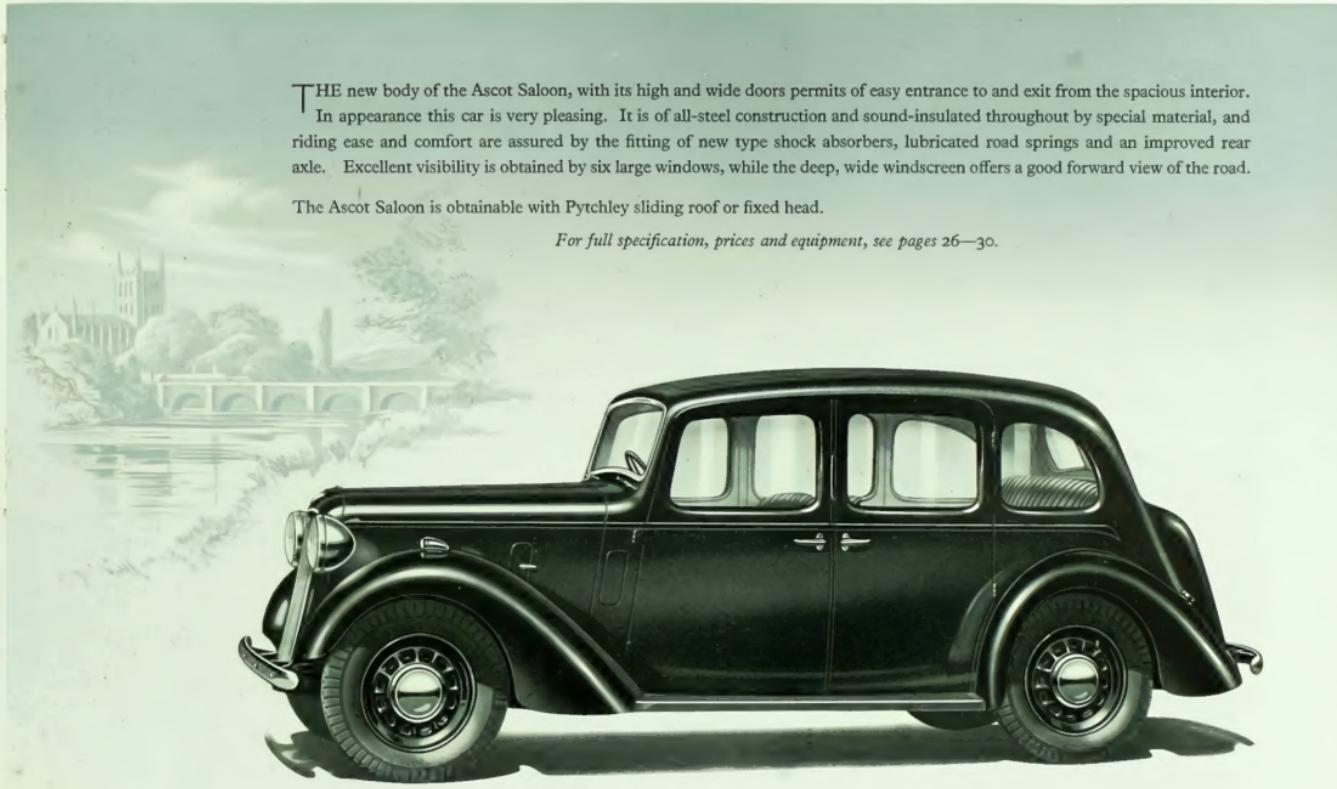
THE TWELVE 'ASCOT' SALOON

THE new body of the Ascot Saloon, with its high and wide doors permits of easy entrance to and exit from the spacious interior.

In appearance this car is very pleasing. It is of all-steel construction and sound-insulated throughout by special material, and riding ease and comfort are assured by the fitting of new type shock absorbers, lubricated road springs and an improved rear axle. Excellent visibility is obtained by six large windows, while the deep, wide windscreen offers a good forward view of the road.

The Ascot Saloon is obtainable with Pytchley sliding roof or fixed head.

For full specification, prices and equipment, see pages 26—30.



£15 for Superlative Performance, Safety and Comfort

FOR superlative performance combined with smoothness and dependability, the Austin Fourteen with six-cylinder engine is without equal where medium powered cars are concerned.

The aluminium-head engine on the Fourteen has given a considerably enhanced performance, with lower fuel consumption.

The rear seat is wide, deep and softly sprung and (on de luxe model) is fitted with a folding arm rest which gives ideally comfortable accommodation for two passengers and can be folded back into the squab when this seat is required to take three. A high roof and ample leg-room prevent cramping, while hand-slings are added conveniences. Both the front seats are adjustable.

It is perhaps significant that for two years in succession this type of body has won the coachwork competition in the Scottish Rally, and for business or pleasure motoring where performance and refinement are desired, but costs must be considered, the Austin Fourteen is the surest investment.



There is very commodious luggage accommodation. The enclosed compartment at the rear of the car contains a large luggage trunk in the de luxe model and underneath this, in the same compartment, is housed the spare wheel.

Extra luggage may be carried on the platform formed by the rear panel.

Another feature of this new body is that the front seats have been lowered, and there is also adjustment for altering the angle of the seat by the removal of a supporting bar.

Ease of control is greatly assisted by an adjustable column.



THE FOURTEEN 'GOODWOOD' SALOON

THE Goodwood Saloon with its new body having higher and wider doors and increased luggage accommodation, possesses just that air of distinction associated with really first-class design. Sound-insulated throughout and well upholstered, this car provides excellent riding comfort for four or five passengers, who can enter or leave with the utmost ease. The wide front screen and the six large windows give a wide range of vision to driver and passengers. Ventilation is afforded by the four side windows that open, the flush-fitting sliding roof and the scuttle ventilators.

The Goodwood is obtainable with either Pytchley sliding roof or fixed head.

For full specification, prices and equipment, see pages 26—30.



Two Luxurious Seven Seaters

THE 'WINDSOR'

"ECONOMICAL luxury" is, in two words, the most appropriate description for the Austin Eighteen.

For sheer roominess the Eighteen is something of a revelation. The seats are not only of most generous proportions, but the legroom and headroom, the door widths and elbow widths are all exceptional. The occasional seating is really practical.

The smooth power of the Eighteen is derived from a six-cylinder engine with flexible suspension. There are extra low pressure tyres, long low-periodicity springs and soft and deeply sprung upholstery. The doors are wide and there is exceptionally good visibility for driver and passengers through the wide and deep windows.

THE 'IVER'

With sliding glass partition and blind, and occasional seats which fold flush with the fixed front seat, the Iver is specially built as a chauffeur-driven limousine. There is a fitted telephone for passenger communication with the driver. It has a fixed-head and the interior appointments are similar to the Windsor.



The whole floor is flat and not obstructed by transmission tunnel or awkward foot-wells. The rear seat is adjustable for angle with the back-rest, and will carry three passengers with comfort. There are also occasional tables, and folding footrests. The auxiliary seats provide comfortable riding in keeping with the dignity of the rest of the car.



THE EIGHTEEN 'WINDSOR' SALOON

THE ideal combination of luxury and economy—a seven-seater car designed to meet a specific demand for a real aristocrat in speedy and comfortable travel and at a cost that at once appeals to discriminating owners.

There are some special safety and comfort factors in its construction that will be appreciated. First is the commendable driving position resulting from the forward mounting of the engine; the gear lever is swept forward to give more foot room, and the pistol-grip handbrake is conveniently mounted under the instrument panel.

In addition to the wide-opening front screen and door windows, controlled ventilation is provided by the sliding rear-quarter windows and also a sliding action of the front door windows when over-wound.

The Windsor can be supplied with flush-fitting Pytchley sliding roof, or as a fixed head saloon.

For full specification, prices and equipment, see pages 26—30.



A Five Seater Eighteen

THE Norfolk Saloon is an eighteen horsepower car to seat five passengers. In general design the body-style of this car, mounted on a chassis of 9 ft. 4½ ins. wheelbase, follows the lines of the Windsor Saloon; it has the same elegance of line and forward driving position, the same wide vision all round. In these models much thought has been given to generous seating space, comfort and airiness. All seats are adjustable, and attached to the rear of the front seats are two folding tables which will be found convenient on so many occasions.

The many luxury features found in the Norfolk Saloon, the willing performance of its powerful engine, together with its up-to-date design, make it a car of great appeal to those who appreciate the added zest that a large car can give to motoring.

Refinement of running results not only from the sweetness of the powerful six-cylinder engine, but also from the effective insulation of the engine and transmission from the body by the intervention of "live" rubber mountings. Sound insulation of the steel-body panelling further ensures silence.



THE NORFOLK INTERIOR

For five persons it would be difficult to find a more roomy or comfortable car than the Norfolk Saloon, or one so economical in relation to the luxuries it affords.

The car is delightfully easy to control, with synchromesh gear changes for second, third and top in the four-speed gearbox.

All instruments are easily read from the driving seat and all controls are reached without moving one's position. There are twin tail lamps; one combines the stop-light and the other a reversing light.

The light and positive steering is instantly adjustable over a range of 3 inches.

Braking is by the Girling system—recognised as the best brakes in which one can invest—and there are built-in hydraulic jacks.

THE EIGHTEEN 'NORFOLK' SALOON

THE Norfolk saloon is built on the short chassis. It has a light and roomy interior for five passengers and similar interior furnishings to the Windsor saloon. The forward-driving position gives an unobstructed view of the road.

Seated well within the wheelbase, comfortable riding is assured for all passengers. The suspension is by long springs of low periodicity, positively lubricated, controlled by hydraulic shock absorbers. Extra low pressure tyres of large section are fitted.

This model can be supplied with flush-fitting Pytchley sliding roof, or as a fixed head saloon.

For full specification, prices and equipment, see pages 26—30.



New - The 'Ranelagh' Limousine

THIS magnificent car combines high performance and safety in a fascinating and satisfying manner.

Built primarily as a chauffeur-driven car, with sliding glass partition and blind, particular care has been given to providing full comfort under all conditions for five passengers in the rear compartment, the forward-facing occasional seats being fully upholstered.

The fully flexible upholstery is comfortable and of anatomically correct design. In addition, the rear seat is adjustable for angle with the back-rests and there are foot-rests which fold flat when not required. The rear blind is passenger controlled, and there are softly upholstered arm-rests, the centre rest being sufficiently wide to be used by both passengers.

There is a fitted telephone for communication with the driver, heavy carpets, hand strap pulls, ash-trays and enclosed luggage accommodation with two fitted suitcases and straps for the luggage platform.



For smooth riding, there are long and supple springs, pressure lubricated, and hydraulic shock-absorbers. Light and accurate steering, the pistol-grip hand-brake and the synchromesh gear-change all help to make the car easy to control under all conditions. In addition, hydraulic jacks are permanently built into the car.



THE '28' 'RANELAGH' LIMOUSINE

THE appearance of this limousine, with its graceful lines, is most attractive. Wide and deep windows ensure exceptionally good visibility for the driver and passengers.

Ventilation has received special attention. The windows of the front doors slide back as well as wind down, and the rear quarter windows also have a sliding action. The front screen has a wide opening, controlled from a centrally mounted winder.

The very wide doorways will make a special appeal to those who appreciate ease of entrance and exit, and the forward sweep of the gear lever and the pistol-grip hand brake lever enable a driver to leave by the nearside door without floor obstruction.

For full specification, prices and equipment, see pages 26-30.



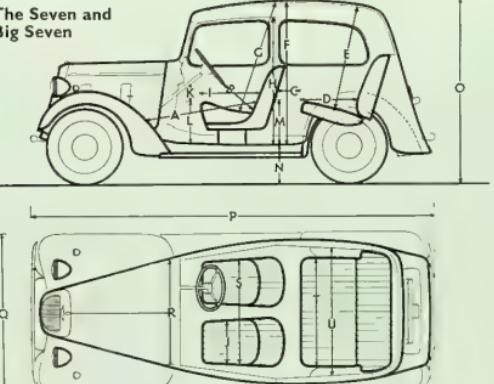
THE LEADING DIMENSIONS

	SEVEN	BIG SEVEN SIXLITE	TEN	TWELVE	FOURTEEN
Wheel-base	81 $\frac{1}{2}$ "	87 $\frac{1}{2}$ "	93 $\frac{1}{2}$ "	106 $\frac{1}{2}$ "	111 $\frac{1}{2}$ "
Track (rear)	43"	45"	46 $\frac{1}{2}$ "	53 $\frac{1}{2}$ "	53 $\frac{1}{2}$ "
A	36 $\frac{1}{2}$ "-42"	37 $\frac{1}{2}$ "-43"	35 $\frac{1}{2}$ "-48"	35 $\frac{1}{2}$ "-48"	35 $\frac{1}{2}$ "-43"
B	12"-17 $\frac{1}{2}$ "	13"-18 $\frac{1}{2}$ "	10"-17 $\frac{1}{2}$ "	10"-17 $\frac{1}{2}$ "	9"-19"
C	41 $\frac{1}{2}$ "-10"	42 $\frac{1}{2}$ "-10"	4 $\frac{1}{2}$ "-11 $\frac{1}{2}$ "	10"-17 $\frac{1}{2}$ "	10"-17 $\frac{1}{2}$ "
D	16 $\frac{1}{2}$ "	18 $\frac{1}{2}$ "	19 $\frac{1}{2}$ "	19"	19"
E	35"	35 $\frac{1}{2}$ "	35"	36 $\frac{1}{2}$ "	36"
F	47 $\frac{1}{2}$ "	47 $\frac{1}{2}$ "	46 $\frac{1}{2}$ "	47 $\frac{1}{2}$ "	47 $\frac{1}{2}$ "
G	40"	40"	38"	36 $\frac{1}{2}$ "	36 $\frac{1}{2}$ "
H	42 $\frac{1}{2}$ "	41 $\frac{1}{2}$ "	41 $\frac{1}{2}$ "	43"	43"
I	18 $\frac{1}{2}$ "	19 $\frac{1}{2}$ "	19 $\frac{1}{2}$ "	19"	19"
J	15 $\frac{1}{2}$ "	15"	19"	19"	19"
K	7 $\frac{1}{2}$ "	7"	6"	6 $\frac{1}{2}$ "	5 $\frac{1}{2}$ "-7"
L	12 $\frac{1}{2}$ "	14"	14"	13"	13"
M	14 $\frac{1}{2}$ "	14 $\frac{1}{2}$ "	14 $\frac{1}{2}$ "	16"	16"
N	11 $\frac{1}{2}$ "	12 $\frac{1}{2}$ "	13 $\frac{1}{2}$ "	14"	14"
O	63"	64"	64"	65 $\frac{1}{2}$ "	65 $\frac{1}{2}$ "
P	127"	134"	154"	168"	174"
Q	51"	54"	57"	63 $\frac{1}{2}$ "	63 $\frac{1}{2}$ "
R	34"	34"	36"	42 $\frac{1}{2}$ "	42 $\frac{1}{2}$ "
S	35 $\frac{1}{2}$ "	35 $\frac{1}{2}$ "	41"	43"	43"
T	35 $\frac{1}{2}$ "	36 $\frac{1}{2}$ "	37"	42"	42"
U	42 $\frac{1}{2}$ "	42 $\frac{1}{2}$ "	47 $\frac{1}{2}$ "	53"	53"
V	—	—	—	41"	41"

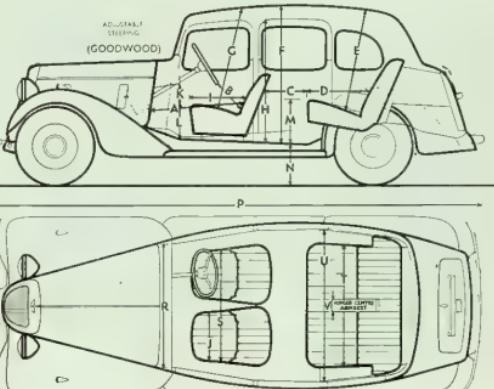
* "Forlite," C. 6". D. 17". L. 13". U. 41 $\frac{1}{2}$ ".

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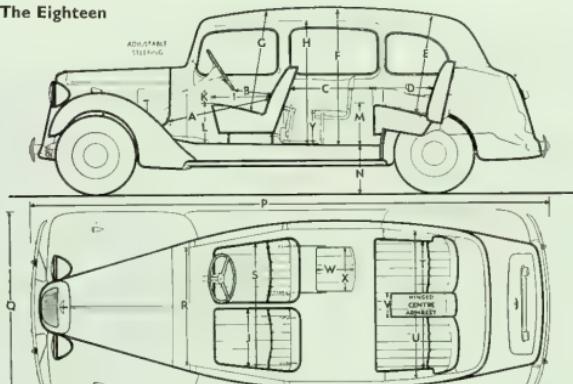
- A Clutch pedal to squab
- B Wheel to squab
- C Rear knee room
- D Rear seat depth
- E Rear seat to roof
- F Floor to roof
- G Front seat to roof
- H Doorway height
- I Front seat depth
- J Front seat cushion width
- K Front seat to wheel
- L Front seat to floor
- M Rear seat to floor
- N Floor to ground
- O Height
- P Length with bumpers
- Q Width
- R Windscreen width
- S Width over front seats
- T Width between arm-rests
- U Width over arm-rests
- V Centre arm-rest width



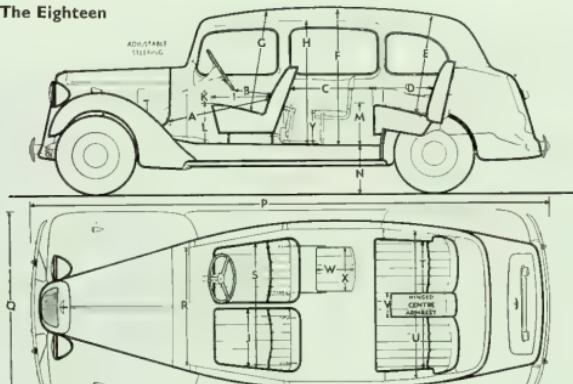
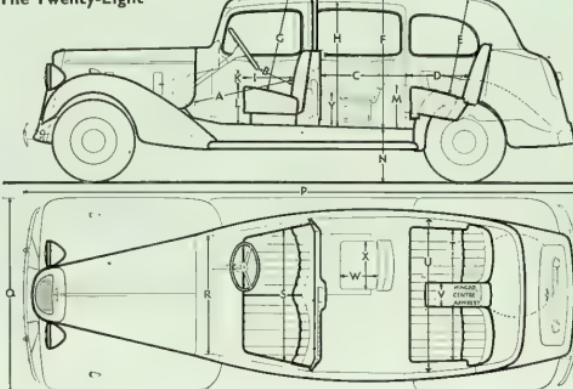
The Seven and Big Seven



The Ten, Twelve and Fourteen



The Eighteen



The Twenty-Eight

	EIGHTEEN		TWENTY-EIGHT
	Windsor	Norfolk	
Wheel-base	123"	112 $\frac{1}{2}$ "	130"
Track (rear)	58 $\frac{1}{2}$ "	58"	60"
A	35 $\frac{1}{2}$ "-43"	35 $\frac{1}{2}$ "-43"	37 $\frac{1}{2}$ "
B	7 $\frac{1}{2}$ "-19 $\frac{1}{2}$ "	7 $\frac{1}{2}$ "-19 $\frac{1}{2}$ "	12 $\frac{1}{2}$ "
C	22 $\frac{1}{2}$ "-34 $\frac{1}{2}$ "	22 $\frac{1}{2}$ "-24 $\frac{1}{2}$ "	28"-32"
D	20 $\frac{1}{2}$ "	20 $\frac{1}{2}$ "	20 $\frac{1}{2}$ "
E	36 $\frac{1}{2}$ "	36"	36"
F	48 $\frac{1}{2}$ "	48 $\frac{1}{2}$ "	49 $\frac{1}{2}$ "
G	36 $\frac{1}{2}$ "	36 $\frac{1}{2}$ "	36 $\frac{1}{2}$ "
H	44 $\frac{1}{2}$ "	44 $\frac{1}{2}$ "	44 $\frac{1}{2}$ "
I	19"	19"	17 $\frac{1}{2}$ "
J	21"	21"	—
K	31 $\frac{1}{2}$ "-8 $\frac{1}{2}$ "	31 $\frac{1}{2}$ "-8 $\frac{1}{2}$ "	63"
L	15"	15"	14 $\frac{1}{2}$ "
M	15 $\frac{1}{2}$ "	15 $\frac{1}{2}$ "	15 $\frac{1}{2}$ "
N	17 $\frac{1}{2}$ "	17 $\frac{1}{2}$ "	19 $\frac{1}{2}$ "
O	67 $\frac{1}{2}$ "	67 $\frac{1}{2}$ "	72 $\frac{1}{2}$ "
P	189 $\frac{1}{2}$ "	179 $\frac{1}{2}$ "	206"
Q	70"	70"	71 $\frac{1}{2}$ "
R	41 $\frac{1}{2}$ "	41 $\frac{1}{2}$ "	41 $\frac{1}{2}$ "
S	45 $\frac{1}{2}$ "	45 $\frac{1}{2}$ "	46 $\frac{1}{2}$ "
T	46"	46"	47 $\frac{1}{2}$ "
U	57"	57"	58 $\frac{1}{2}$ "
V	9"	9"	9 $\frac{1}{2}$ "
W	13 $\frac{1}{2}$ "	—	13 $\frac{1}{2}$ "
X	16 $\frac{1}{2}$ "	—	18 $\frac{1}{2}$ "
Y	12 $\frac{1}{2}$ "	—	12 $\frac{1}{2}$ "

* "Iver," C. 23"-27". W. 13". X. 18".

INDEX TO DIMENSIONS

- A Clutch pedal to squab
- B Wheel to squab
- C Rear knee room
- D Rear seat depth
- E Rear seat to roof
- F Floor to roof
- G Front seat to roof
- H Doorway height
- I Front seat depth
- J Front seat cushion width
- K Front seat to wheel
- L Front seat to floor
- M Rear seat to floor
- N Floor to ground
- O Height
- P Length with bumpers
- Q Width
- R Windscreen width
- S Width over front seats
- T Width between arm-rests
- U Width over arm-rests
- V Centre arm-rest width
- W Auxiliary seat depth
- X Auxiliary seat width
- Y Floor to auxiliary seat

Equipment

10, 12, 14, 18 and 28 H.P.

Twelve-volt electric lighting, starting and ignition set, with readily accessible batteries under front seats. The dynamo is fan ventilated and has automatically compensated charging control.

Screen frame and all fittings are chromium plated, except head and side lamps on special models, and the head lamp beams are controlled by a foot-operated dip-switch mechanism. The electric horn button, together with direction indicator switch, is mounted on steering wheel centre. There is a combined stop and tail light. Starting is assisted by a combined strangler and throttle control.

The instrument board has two large dials, carrying an eight-day clock, magnetic type needle speedometer with trip and total readings, oil and petrol gauges, ammeter. There is a lighting and ignition switch box, ignition warning lamp, starter button, sockets for an inspection lamp plug, and indirect lighting.

A large cubby hole is next to the instrument panel and the equipment includes side and *centre arm-rests for the rear passengers, *sun visors, dual electric windscreen wipers operating from the scuttle, driving mirror, foot lamp, ash trays, remote control rear blind, *parcel net in the roof, *hand slings, clutch and brake pedal rubbers, bonnet and scuttle ventilators, door pockets, carpets and felt underlays.

There is an enclosed fitted *luggage trunk in an improved compartment and exterior luggage accommodation.

SEVEN and BIG SEVEN

Standard equipment includes a 6-volt electric lighting, starting and ignition set, with, on the Big Seven, big output dynamo, large capacity battery, and compensated voltage control. On the Big Seven part of the rear panel folds down to constitute a luggage platform to carry up to 56 lb. The cover of the spare wheel locker on the Seven conceals a folding luggage grid also to carry up to 56 lb.

The instrument panel is fitted with a pull-out starter knob, combined throttle and strangler control, petrol and oil gauges, lighting and ignition switches, ignition warning light, needle-type speedometer, ammeter and concealed lighting.

Jacking :

Hydraulic Jacking is a standard fitting on Eighteen and Twenty-eight cars, and can be supplied at an extra charge of £5-10-0 on Twelve or Fourteen.

Bumpers :

Chromium plated bumpers are fitted front and rear (except on Fixed Head Saloons up to 18 H.P.). Blank number plates, spare wheel and tyre in rear compartment and a comprehensive set of tools are provided.

* Not Fixed Head Saloon. † Not on Cabriolet.

GENERAL SPECIFICATION

MODEL	SEVEN	BIG SEVEN	TEN
ENGINE			
Tax	£6	£6	£7-10
R.A.C. Rating	7.8	7.99	9.996
Bore	2.2 ins. (56 mm.)	2.235 ins. (56.77 mm.)	2.4995 ins. (63.5 mm.)
Stroke	3 ins. (76 mm.)	3.5 ins. (89 mm.)	3.5 ins. (89 mm.)
Cubic Capacity	45.6 cu. ins. (747.5 cc.)	54.926 cu. ins. (900 cc.)	68.7 cu. ins. (1,125 cc.)
No. of Cylinders	4	4	4
No. of Bearings	3	3	3
B.H.P. & R.P.M.	17 @ 3,800	27 @ 4,400	32 @ 4,000
Lubrication	Forced Feed V.P.	Forced Feed P.P.	Forced Feed P.P.
Ignition	Coil 6-volt	Coil 6-volt	Coil 12-volt
Ignition Control	Automatic	Automatic	Automatic
Cooling System	Thermo-Syphon & ERRATA. 10 H.P.	Thermo-Syphon & Fan Pump 6	Thermo-Syphon & Fan Pump 6
Ratios	5.125, 8.51, 13.53 22.4, 28.8	Single Dry Spring Plate Synchro 2nd, 3rd & top	Single Dry Spring Plate Synchro 2nd, 3rd & top
Rear Axle Type	‡ Floating	5.125, 8.51, 13.53 22.4, 28.8	5.375, 8.23, 13.08 21.6, 27.8
Final Drive	Spiral Bevel	‡ Floating	‡ Floating
Steering	Hourglass Worm & Sector	Hourglass Worm & Sector	Hourglass Worm & Sector
Brakes	Girling Type (Centre hand lever & ft. pedal)	Girling Type (Centre hand, and foot)	Girling (Pistol grip hand, and foot)
SUSPENSION			
Road Springs	Front Transverse Semi-Elliptic	Front Transverse Semi-Elliptic	Long Semi-Elliptic
Shock Absorbers	Rear ‡ Elliptic Austin Friction	Rear ‡ Elliptic Austin Friction	Luvax Hydraulic Piston Type
Tyre Size	4.00 x 17 (Home) 4.75 x 16 (Export)	4.75 x 16 E.L.P.	5.25 x 16 E.L.P.
Wheel Type	Wire	Pressed Steel Spoke	Pressed Steel Spoke
CHASSIS.	SEVENS : Patented triangular chassis of ample strength with three-point suspension.		

TWELVE	FOURTEEN	EIGHTEEN	TWENTY-EIGHT
£9 11.9	£12 15.96	£13-10 17.9	£21 27.75
2.73 ins. (69.35 mm.) 4 ins. (101.6 mm.)	2.58 ins. (65.5 mm.) 3.335 ins. (84.63 mm.)	2.73 ins. (69.35 mm.) 4.375 ins. (111 mm.)	3.400 ins. (86.36 mm.) 4.5 ins. (114.3 mm.)
93.6 cu. ins. (1,535 cc.)	104.4 cu. ins. (1,711 cc.)	153.7 cu. ins. (2,510 cc.)	245 cu. ins. (4,016 cc.)
4	6	6	6
42 @ 4,000	52 @ 4,200	65 @ 3,400	90 @ 3,200
Forced Feed P.P.	Forced Feed P.P.	Forced Feed P.P.	Forced Feed P.P.
Coil 12-volt	Coil 12-volt	Coil 12-volt	Coil 12-volt
Automatic	Automatic	Automatic	Automatic
Thermo-Syphon & Fan Pump 8	Thermo-Syphon & Fan with Thermostat Pump 8	Fan & Pump with Thermostat Pump 13	Fan & Pump with Thermostat Pump 16
Single Dry Spring Plate Synchro 2nd, 3rd & top 4.89, 7.68, 12.08, 18.53, 22.88	Single Dry Spring Plate Synchro 2nd, 3rd & top 5.444, 8.54, 13.85, 20.63, 25.5	Single Dry Spring Plate Synchro 2nd, 3rd & top 5.11, 8.18, 12.37, 18.86, 24.43	Single Dry Spring Plate Synchro 2nd, 3rd & top 4.67, 7.34, 11.41, 20.34, 24.48
‡ Floating	‡ Floating	‡ Floating	‡ Floating
Spiral Bevel	Spiral Bevel	Spiral Bevel	Spiral Bevel
Bishop Cam	Bishop Cam	Improved Marles- Weller Cam-Type Gear	Improved Marles- Weller Cam-Type Gear
Girling (Pistol grip hand, and foot)	Adjustable Column Girling (Pistol grip hand, and foot)	Adjustable Column Girling (Pistol grip hand, and foot)	Girling (Pistol grip hand, and foot)
Long Semi-Elliptic Oil Discs and Channels	Long Semi-Elliptic Oil Discs and Channels	Long Semi-Elliptic Oil Discs and Channels	Long Semi-Elliptic Oil Discs and Channels
Luvax Hydraulic Piston Type 5.50 x 16 E.L.P.	Luvax Hydraulic Piston Type 5.75 x 16 E.L.P.	Luvax Hydraulic Piston Type 6.50 x 16 E.L.P.	Luvax Hydraulic Piston Type 6.50 x 17 Fort
Pressed Steel Spoke	Pressed Steel Spoke	Pressed Steel Spoke	Pressed Steel Spoke
OTHER MODELS : Welded chassis of full-length deep side members, with adequate cross members and cruciform centre members.			

Standard Colours

1 Royal Blue	5 Bluebird Blue
2 Maroon	6 Pueblo Brown
3 Ash Grey	7 Deep Coach Green
4 Princess Blue	8 Black

SEVEN	Pearl Cabriolet	1, 3, 4, 8
	Ruby Saloon	1, 2, 3, 4, 5, 8
	Ruby Saloon with Fixed Head	1, 2, 8
	Open Road Tourer	1, 2, 3
	Two Seater	1, 2, 3

BIG SEVEN	Sixlite and Forlite Saloon	1, 2, 3, 4, 5, 8
	Sixlite and Forlite Saloon with Fixed Head	1, 2, 8

TEN	Conway Cabriolet	1, 3, 4, 8
	Cambridge Saloon	1, 2, 3, 4, 5, 6, 8
	Cambridge Saloon with Fixed Head	1, 2, 8

TWELVE	Ascot Cabriolet	1, 3, 4, 8
	Ascot Saloon	1, 2, 3, 4, 5, 6, 8
	Ascot Saloon with Fixed Head	1, 2, 8

FOURTEEN	Goodwood Cabriolet	1, 3, 4, 8
	Goodwood Saloon	1, 2, 3, 4, 5, 6, 8
	Goodwood Saloon with Fixed Head	1, 2, 8

EIGHTEEN	Windsor Saloon	1, 2, 3, 6, 7, 8
	Windsor Saloon with Fixed Head	1, 2, 6, 7, 8
	Iver Saloon with Division	1, 2, 3, 6, 7, 8
	Norfolk Saloon	1, 2, 3, 6, 7, 8
	Norfolk Fixed Head Saloon	1, 2, 3, 6, 7, 8

TWENTY-EIGHT	Ranelagh Limousine.	
	Full range of colours	1, 2, 3, 4, 5, 6, 7, 8

PRICES

FOUR-CYLINDER MODELS

"SEVEN"

TWO-SEATER	- - -	£108	FORLITE Saloon, Fixed Head	-	£137
OPEN ROAD Tourer	- - -	£115	FORLITE Saloon	- - -	£139
RUBY Saloon, Fixed Head	- - -	£122	SIXLITE Saloon, Fixed Head	-	£145
RUBY Saloon	- - -	£125	SIXLITE Saloon	- - -	£149-10
PEARL Cabriolet	- - -	£129			

"BIG SEVEN"

ASCOT Saloon, Fixed Head	- -	£215
ASCOT Saloon	- - -	£225
ASCOT Cabriolet	- - -	£232

"TWELVE"

ASCOT Saloon, Fixed Head	- -	£215
ASCOT Saloon	- - -	£225
ASCOT Cabriolet	- - -	£232

*SHOOTING BRAKE (Utility Vehicle)	-	£272
*PRIVATE HIRE CAR	- - -	£225
CONWAY Cabriolet	- - -	£189

(For Fleets of ten.)

SIX-CYLINDER MODELS

"FOURTEEN"

GOODWOOD Saloon, Fixed Head	-	£235	NORFOLK Saloon, Fixed Head	-	£350
GOODWOOD Saloon	- - -	£245	NORFOLK Saloon	- - -	£355
GOODWOOD Cabriolet	- - -	£252	WINDSOR Saloon, Fixed Head	-	£370
*SHOOTING BRAKE (Utility Vehicle)	-	£282	WINDSOR Saloon	- - -	£375

"EIGHTEEN"

IVER Saloon	- - -	£383
RANELAGH Limousine	- - -	£595

* See separate folders.

WARRANTY

THE goods manufactured by the Austin Motor Company Limited (hereinafter called "the Company") are supplied with the following express Warranty which excludes all warranties conditions and liabilities whatsoever implied by Common Law Statute or otherwise that is to say:—

In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned to the Company's Works carriage paid within six months from the date when the goods are delivered new to the retail customer the Company undertakes to examine same and should any fault due to defective materials or workmanship be found on examination by the Company it will repair the defective part or supply free of charge a new part in place thereof. This Warranty is limited to the delivery to the Purchaser free at the Company's Works of the part or parts whether new or repaired in exchange for those acknowledged by the Company to be defective.

The Company gives no warranty of the goods except as herein stated but desires and expects that customers shall make a thorough examination before purchasing. Persons dealing in the Company's goods are in no way the legal Agents of the Company and have no right or authority to assume any obligation on its behalf express or implied or to bind it in any way.

For the purpose of this Warranty the term "goods" means and includes new cars or vans or chassis or parts thereof including replacement parts manufactured by the Company. It does not include tyres speedometers or electrical equipment or other proprietary articles or goods (including coachwork) not of the Company's own manufacture although supplied by the Company. Proprietary articles are covered by the warranty (if any) given by the separate manufacturers. On second-hand goods no warranty is given by the Company or is to be implied.

The Company's responsibility is limited to the terms of this Warranty and it shall not be answerable for personal injuries or consequential or resulting liability damage or loss arising from any defects. This Warranty shall not apply to defects caused by motor racing wear and tear misuse or neglect or to the defects in any goods which have been altered outside the Company's Works or which have been let out on hire or the identification numbers or marks on which have been altered or removed. This Warranty is dependent upon the strict observance by the Purchaser of the following provisions:—

The Purchaser shall at the time of purchase personally sign the form supplied by the Company and register his name address date of purchase price paid and car and chassis numbers and name and address of Seller with the Company and shall obtain from the Company a signed copy of this Warranty and shall produce same to the Company's representative for inspection in case of any claim being made. This Warranty shall not be assigned or transferred to anyone unless the Company's consent in writing has first been obtained.

The Purchaser shall send to the Company's Works such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the Purchaser and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the Purchaser and with the car and chassis numbers of the vehicle from which the said part or parts were taken. The Purchaser shall post to the Company at its Works on or before despatch of such part or parts alleged to be defective a full and complete description of the claim and the reasons therefor. The judgment of the Company in all cases of claims shall be final and conclusive, and the Purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision the part or parts submitted may be scrapped or returned carriage forward by the Company.

TERMS OF BUSINESS

PRICES: The Company reserves the right to vary the list prices at any time and all goods are invoiced at the prices current on day of delivery. Should the price be increased prior to delivery the Purchaser has the option of cancelling the order within seven days after being notified of such increase and of calling for the return of his deposit which shall be accepted in satisfaction of all claims.

DEPOSIT: A deposit of £25 is to accompany the order for each vehicle.

SPECIFICATION: The Company reserves the right on the sale of any vehicle to make before delivery without notice any alteration to or departure from the specification design or equipment detailed in this catalogue.

DELIVERY: At the Company's Works, Longbridge, Birmingham. The Company is not responsible for damage occurring after delivery. The cost of transport (if any) thence to destination is payable by the Purchaser. The Company shall not be liable in any way for delay in delivery from any cause whatsoever.

COUNTERFEIT PARTS: All goods manufactured by the Company are sold with the express warranty printed in the current catalogue which excludes all warranties conditions and liabilities implied by the Common Law Statute or otherwise. The use on any vehicle of the Company's manufacture of replacement parts not made by or for the Company will invalidate the Warranty.

After Sales Service

Every Austin Dealer is under agreement to provide "After Sales Service" to Austin Cars purchased from him. During the period of the first thousand miles running of such cars he will, without charge, inspect, and if necessary :

Adjust brakes.

Oil and Grease all points of the car.

Check and correct carburetter mixture.

Check and correct ignition timing and tappet clearances.

Drain crankcase, gearbox and refill, and top up rear axle.

Reset slow running adjustment.

Tighten cylinder head nuts.

Check front wheel alignment.

Examine battery and bring up to proper level with distilled water or diluted acid, as may be required.

Examine all wires and terminals.

Tighten all nuts and bolts on the body, steering and springs, etc.

Lubricate door lock bolts, dovetails and hinge pins.

Adjust clutch pedal for free movement.

Adjust fan belt.

Test the tyres for correct pressure.

Clean dynamo commutator.

(All materials will be charged for).

THE AUSTIN MOTOR COMPANY LIMITED

LONGBRIDGE, BIRMINGHAM

G.P.O. Box 41.

Telephone : Priory 2101 (20 lines).
Cables : "Speedily, Birmingham, England."

Telegrams : "Speedily, Telex, Northfield."
Code : Bentley's.

479-483, OXFORD STREET, LONDON, W.1

(NEAR MARBLE ARCH)

Telephone : Mayfair 7620 (18 lines).
Cables : "Speedily, Telex, London."

Telegrams : "Austinette, Telex, London."

HOLLAND PARK AVENUE, LONDON, W.11



